

then: consideration may be given to using one of the other Standard entrances. However, exceptions to this requirement shall be approved by the appropriate Assistant Location and Design Engineer or District Location and Design Engineer.

In those rare instances when the Assistant State* Location and Design Engineer or District Location and Design Engineer has given approval to use the Standard CG-9D entrance gutter for a commercial entrance, use the Standard CG-13 entrance design if heavy truck traffic is anticipated.

The minimum entrance radii outlined in the current Minimum Standards of Entrances To State Highways should be adhered to in the design of **ALL** entrances. For Commercial Entrances where a high percentage of trucks are anticipated, consideration should be given to increasing the entrance radii to accommodate the turning requirements of those vehicles.

If the Standard CG-11 entrance design is used and there is insufficient right of way to construct the full curb return using the minimum entrance radii outlined as stated above, a partial curb return should be constructed to the right of way line. Radial curb or combination curb and gutter shall not be constructed beyond the right of way line except for replacement purposes.

Any sidewalk constructed in conjunction with the Standard CG-11 or CG-13 entrance design is to be paid for as Hydraulic Cement Concrete Sidewalk 7" (175 mm) in S.Y. (m²).

The current insertable sheets for the Standard CG-9A, CG-9B, CG-9D, CG-11, CG-12 and CG-13 are available at <http://www.virginiadot.org/business/locdes/road-and-bridge-standards.asp>.

For entrances at new locations, a centerline with bearing, delta and tie-in station is required.

Site plans for developments adjacent to a proposed project will be reviewed by the designer and proposed entrances will be shown on the site plan. A note reading as follows is to be placed on the roadway plans on the parcels of land affected by the site plan:

"ALERT: SITE PLAN PROPOSED FOR THIS AREA. CHECK FOR THE SITE PLAN CONSTRUCTION AT EACH STAGE OF PROJECT DEVELOPMENT AND ORDER ADDITIONAL SURVEY WHEN CONSTRUCTED. STATUS OF ANY PROFFERED R/W SHOULD BE CHECKED AT R/W STAGE."

* Rev. 7/06